

FORM 124
8-63 USE PREVIOUS
EDITIONS

CLASSIFIED MESSAGE

MFG. 702

DATE 2245Z 17 DEC 64

S E C R E T

ROUTING	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

25X1A

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT	
1	
2	
3	
4	
5	
6	
7	
8	
9	OSA 1 - 15
10	

PRIORITY

IN 63331

25X1A TOR: 0032Z 18 DEC 64

TO PRIORITY

INFO PRIORITY

CITE

25X1A

25X1A

KEDLOCK

1. FLIGHT NO. 14, ARTICLE 1003, FLOWN 16 DEC 1964.

25X1A

3. DURATION: 1:55 HRS, TOTAL TIME: 23:20

4. MAX SPEED REACHED: 1.5 M. MAX ALTITUDE: 43,000 FT.

5. TIME ABOVE 2.0 M: 0:00 HRS THIS FLT. TOTAL: 1:00 HRS

6. T.O. WEIGHT: 116,197 LBS. C.G. 18.5 PERCENT.

7. OBJECTIVES:

A. TWO WAY DATA LINK TESTING

B. IR SHAKEDOWN

C. RADAR/IR OPENING AND CLOSING TAIL CHASE FOR DETECTION,
TRACKING, AND LOCK-ON.

8. ENGINE START WAS SATISFACTORY; HOWEVER THE RIGHT GENERATOR
DROPPED OFF THE LINE WHEN THE LIQUID COOLING PACKAGE WAS TURNED ON.
THE RIGHT GENERATOR WAS RECYCLED ON WITH GROUND POWER AND REMAINED
ON WHEN THE COOLING PACKAGE WAS TURNED ON. THE FCS STABLE MASTER

USAF review(s)
completed.

S E C R E T

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

S E C R E T

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OSCILLATOR WOULD NOT LOCK UP UNTIL THE RADAR WAS RECYCLED THROUGH OFF. AFTER THE SMO LOCKED UP, THE RADAR SCOPE PRESENTATIONS DISAPPEARED AND REAPPEARED ONLY AFTER RECYCLING THE FCS THROUGH THE OFF POSITION. AT THE END OF THE RUNWAY THE RIGHT GENERATOR DROPPED OFF THE LINE AGAIN. THE FCS AND LIQUID COOLING PACKAGE WERE TURNED OFF. THE GENERATOR WAS RECYCLED SUCCESSFULLY. THE COOLING PACKAGE AND THE FCS WERE TURNED ON AFTER TAKE OFF.

9. THE PILOT REPORTED THE TAKE OFF ROLL TO BE 6,200 FT WITH A LIFT OFF SPEED OF 225 KEAS. A RACE TRACK PATTERN WAS ESTABLISHED AT .9M AND 31,000 FT FOR DATA LINK TESTS TRANSMITTED FROM THE CULVER CITY ROOF HOUSE AND LOMPOC. GENERATORS, FCS, AND LIQUID COOLING PACKAGE FUNCTIONED NORMALLY FOR ABOUT 30 MINUTES. THE FCS THEN DROPPED OFF THE LINE AND COULD NOT BE RECYCLED ON. GENERATOR AND LIQUID COOLING PACKAGE OPERATION APPEARED NORMAL AT THIS TIME. DATA LINK TEST INDICATIONS IN THE COCKPIT WERE NORMAL EXCEPT THE TARGET BOX ROTATED CONTINUOUSLY. THE AIRCRAFT REPLY MESSAGES WERE RECEIVED BUT THE MESSAGE STRUCTURE WAS IMPROPER; HOWEVER THE REPLIES DID NOT CONTAIN ALL ONES AS PREVIOUS TESTS.

10. SINCE AMPLE FUEL REMAINED, THE PILOT MADE A STANDARD INSTRUMENT PENETRATION AND APPROACH. DURING THE ILS APPROACH THE RIGHT GENERATOR DROPPED OFF THE LINE. THE FCS AND THE LIQUID COOLING PACKAGE WERE OFF AT THIS TIME. THE GENERATOR WAS RECYCLED BUT DROPPED OFF AGAIN IN ABOUT 30 SECONDS. THE GENERATOR WAS RECYCLED AND OPERATED SATISFACTORILY UNTIL ENGINE SHUT DOWN.

S E C R E T

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11. FLIGHT SQUAWKS NOT PREVIOUSLY MENTIONED WERE:

- A. HSI COMMAND HEADING MARKER DRIFTED CONTINUOUSLY.
- B. UHF RADIO WAS GARBLED IN BOTH THE PILOT AND FCO POSITIONS.
- C. RIGHT LANDING GEAR LIGHT DID NOT COME ON WHEN THE GEAR WAS LOWERED.
- D. PILOT COCKPIT TEMPERATURE REGULATION WAS ERRATIC.
- E. DATA LINK CONFIDENCE TEST 119 DID NOT FUNCTION ON FIRST ATTEMPT.
- F. MACH HOLD MODE OF THE AFCS WAS ERRATIC BELOW 0.9 MACH.

12. INS TERMINAL ERROR WAS 9.3 NM AFTER 2.5 HRS IN NAV MODE.

13. THIS WAS THE FIRST TEST USING FREQUENCIES [REDACTED] AT THE LOMPOC SITE.

25X1

END OF MESSAGE